

In the Claims:

A sealing member adapted to be mounted in between a cab and a canopy where the cab has a rear window with a perimeter sub-region and the canopy has a forward window providing a perimeter sub-region where the perimeter sub-regions of the rear window and the forward window are substantially aligned, the sealing member comprising:

an elongate axis and a first set of opposed elongated surfaces comprising a first surface and a second surface whereby the first and second surfaces are adapted to engage the perimeter sub-regions of the rear window and the forward window, the elongate member further having a second set of opposed surfaces comprising a third elongated surface and a fourth surface that are substantially opposed to one another and are adapted to simultaneously engage the perimeter sub-region of the rear window and the perimeter sub-region of the forward window, where a sealing body width is defined between the first and second surfaces that is a greater distance than a sealing body thickness that is defined as the distance between the third and fourth surfaces,

whereas the elongate member is adapted to rotate substantially about its central elongate axis to provide engagement with the first and second opposed surfaces to the perimeter sub-regions of the rear window and the forward window or to provide engagement of the third and fourth opposed surfaces to the perimeter sub-regions of the rear window and the forward window where a combination of the engagement of the first and second

opposed surfaces and the engagement of the third and fourth surfaces
maintains a substantial seal between the cab and the canopy.

Claim 2 (currently amended):

A elongate member adapted to be mounted between a cab and a canopy where the cab has a rearward window with a perimeter sub-region and the canopy has a forward window having a perimeter sub-region where the rearward and forward windows have a first lateral perimeter sub-region, a second lateral perimeter sub-region, and a lower perimeter sub-region and upper perimeter sub-region, the elongate member having the properties:

made from flexible material that is adapted to compress at a first rate and expand to an original cross sectional size at a second rate which is slower than said first rate whereby the elongate member is adapted to compress and frictionally engage between the first lateral perimeter sub-region, the upper perimeter sub-region, the second lateral perimeter sub-region in the lower perimeter sub-region and after said engagement the material has compression memory where the expansion rate is further impeded and the pressure upon the first lateral perimeter sub-region, the second lateral perimeter sub-region, the upper perimeter sub-region and the lower perimeter sub-region and upper perimeter sub-region is reduced than before the compression memory has set in where the elongate member has a central elongate axis and first and second surfaces that are substantially opposed to one another and have a first sealing member

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distance between the first and second surfaces and third and fourth surfaces that are substantially opposed to one another and have a second sealing member distance between the third and fourth surfaces, where a combination of the engagement of the first and second opposed surfaces and the engagement of the third and fourth surfaces maintains a substantial seal between the cab and the canopy.

Claim 3 (cancelled):

Claim 4 (previously presented):

The elongate member as recited in claim 2 where the first and second lateral perimeter sub-regions have a lateral longitudinal distance between the rearward perimeter sub-region and the forward perimeter sub-region and the upper perimeter sub-region has a lateral longitudinal distance between the rearward perimeter sub-region and the forward perimeter sub-region whereby the lateral longitudinal distance is not the same as the upper longitudinal distance whereby the elongate member is adapted to rotate about the central elongate axis whereby the first and second surfaces are adapted to engage the first and second lateral perimeter sub-regions and the third and fourth surfaces are adapted to engage the upper perimeter sub-region.

Claim 5 (previously presented):

The elongate member as recited in claim 4 whereby the lower perimeter sub-region has a longitudinal distance between the rearward perimeter sub-region and the forward perimeter sub-region and the third and fourth surfaces of the sealing member are adapted to engage the lower perimeter sub-region.

Claim 6 (previously presented):

The elongate member as recited in claim 5 where the sealing member has a first end and a second end whereby the first and second ends are adapted to engage one another in a face-to-face engagement in between the rearward perimeter sub-region and the forward perimeter sub-region.

Claim 7 (previously presented):

The elongate member as recited in claim 3 where the lateral regions are located on movable window sections of the forward window and the rearward window.

Claim 8 (previously presented):

The elongate member as recited in claim 1, where the lateral regions are located on fixed window portions of the forward window and the rearward window.

Claim 9 (currently amended):

A method of sealing the gap between the perimeter sub-region of any rearward window having rearward perimeter sub-region of a cab of a truck and a forward window having a forward perimeter sub-region of a canopy attached to the bed of

a truck, the distance between the rearward perimeter sub-region in the forward perimeter sub-region defines a promoter gap having any longitudinal distance that can vary with respect to position along the promoter region, the method comprising the steps of:

retrieving an elongate member having a central elongate axis and being comprised of a foam-like material that is adapted to compress at a first rate and held at a compressed position to invoke compression memory and expand at a second rate that is substantially lower than said first rate, the elongate member having first and second surfaces that are substantially opposed to one another and third and fourth surfaces that are substantially opposed to one another, positioning the elongate member along the perimeter sub-region whereby the elongate member engages the rearward perimeter sub-region and the forward perimeter sub-region with either the first and second surfaces or the third and fourth surfaces depending upon the longitudinal distance of the perimeter gap
where a combination of the contact of the first and second opposed surfaces and the contact of the third and fourth surfaces between the cab and the canopy maintains a substantial seal between the cab and the canopy.

Claim 10 (currently amended):

An elongate member for use in filling a perimeter sub-region between a cab rear wall and a canopy forward wall to keep out dirt or the like where the elongate member having properties comprised of:

a compression memory having a compression memory rate of expansion and a fast compression rate, a cross sectional form with a width dimension substantially greater than the thickness dimension, an adaptability to rotate the sealing body about an elongate axis which enables the sealing body to fill the gap as required where the combination of the surfaces of the sealing body and various widths engaging the perimeter sub-region between the cab rear wall and the canopy forward wall maintains a substantial seal there between,

said elongate member having a support system having an outward expansion force and a vertical frictional force, the sealing body being held in a stationary position through the combination of the outward expansion force and the vertical frictional force in the perimeter sub-region where the compression memory rate of expansion provides a minimal force to transfer between the cab wall and the canopy wall, whereby substantially avoiding abrasion of a particle of dirt or the like between the sealing body and the cab or canopy walls.

Claim 11 (original):

The sealing body of claim 10 including a rate of expansion that is substantially slow enough that after compression, the body will not re-expand to its former shape for a period of hours.

Claim 12 (cancelled):

Claim 13 (cancelled):

Claim 14 (original):

The sealing body of claim 10 including a cross section shape that is substantially square.

Claim 15 (currently amended):

A method of sealing a gap between a cab back wall and a canopy front wall
where the gap to be sealed has non-uniform distance from the cab back wall and
a canopy front wall, the method comprising the steps of:

retrieving an elongate member having a central axis and wider cross-sectional portion greater than a narrow cross-sectional portion,
placing the elongate member in a perimeter gap region therein between the front cab and the back canopy, the perimeter gap region,
rotating the elongate member about its central axis so as to accommodate the various gap widths between the back cab and canopy front wall,
fitting the elongate member into the gap such that wide portion of the body is placed in the large portion of the gap and the thin portion of the body is placed in the small portions of the gap so both the wide portion and the

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thin portion of the body engage the non-uniform distance from the cab back wall and a canopy front wall,
expanding the elongate member to substantially the width distance between the canopy front wall and the vehicle back cab wall along the gap region,
supporting the elongate member in a stationary position where the sealing body has an outward expansion force and a vertical frictional force, the combination of the forces being enough to support the sealing body's stationary position.

Claim 16 (original):

The method as recited in claim 15 whereby the vehicle back cab has a painted surface.

Claim 17 (original):

The method as recited in claim 16 whereby the elongate member has a slow memory and rate of expansion provides a sufficiently low force to prevent debris to scratch the surfaces of the cab.

Claim 18 (original):

The method as recited in the claim 15 whereby the sealing body is adapted to extend into cavity regions of the perimeter portion of the window frame and frictionally engage therein.

Claim 19 (original)

The method as recited in the claim 15 above whereby the sealing body is adapted to extend into the cavity regions of a perimeter portion of a window frame and provide a circuitous route for dust and debris to break the seal between the cab region and the surrounding environment.

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